

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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COUNTRY Czechoslovakia

REPORT NO.

SUBJECT Prague-Ruzyne Airfield

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PLACE ACQUIRED

REFERENCES

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1. Prague-Ruzyne Airfield 5006N-1416E was approximately two kilometers west-northwest of the Prague city limits. There were small lakes approximately two kilometers west-southwest of the field. The city of Kladno was approximately nine kilometers to the northwest and the Prague-Slany highway and highway by-pass intersection were one kilometer to the southeast. The airfield was owned and operated by the Ministry of Transportation. The Czech Airlines (OSA) used the facilities. Flying conditions were good the year round.
2. The airfield extended three or four kilometers along the Prague-Slany highway. The airfield was roughly circular, except for the section along the highway. It was extensible to the northwest and northeast, but not to the southwest because of the sloping terrain. The altitude of the field was 371 meters.

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- 25X1 3. Aprons and taxi strips were constructed of concrete slabs about one meter square. [redacted] Some slabs had been removed and concrete poured in certain spots because of sinking and buckling. The surface of the field between runways was of grass. There was artificial drainage along runways #220/040 and #260/080 and throughout the building area. [redacted] World War II air raid shelters were located somewhere in the building area.

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4. There were telephone poles along one side of the Prague-Slany highway. None of the hills, trees, chimneys or buildings in the area would interfere with airfield traffic.

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5. The key to Annex A, Location of Prague-Ruzyně Airfield, overlay of GSGS 4416, Sheet #T-8, Kladno, is as follows:

Point #1. Prague-Slany Highway By-Pass (The dotted line indicates the approximate position): Rerouting and construction began in 1950 to allow extension of runway #220/040 in a northeasterly direction.

#2. Prague-Ruzyně Airfield

#3. Radio Range Station and Radio Beacon: Located at Jenec /5005N-1413E/. use of the radio range station was discontinued sometime after 1950.

#4. Hostivice - Knezeves Road: The dotted line indicates the section of the road which was closed early in 1952. Three or four old buildings on the west side of this road were torn down.

6. The following sketch of the building area, Prague-Ruzyně Airfield. Enclosure A. The shaded area on the sketch indicates the approximate location of hangar aprons and hard stands.

Point #1. Runway #260/080: Concrete; in good condition

#2. Runway #220/040: Concrete; in good condition. the width was 50-60 m. It was the longest and the main runway at the airfield. Clearing and grading was in progress beyond the NE end of the runway as of March 1953, indicating extension in that direction, as shown by Point #3, this enclosure. The Prague-Slany Highway /Point #17/ was closed at the time. It had been rerouted farther to the NE of the airfield.

#3. Runway #220/040 (Extension): grading and clearing in this area during late 1952 and early 1953.

#4. Taxi Strip: Concrete, approximately 20 m. wide. It led to runway #220/040.

#5. Taxi Strip: Concrete, approximately 20 m. wide. It led to the intersection of runways.

#6. International Terminal Building: This was of wooden construction, one story high. The approximate dimensions were as indicated on the sketch. The building was constructed after World War II. It housed CSA offices, customs, a waiting room, and a small theater.

#7. Restaurant: This was of stuccoed-concrete and brick and had a flat asphalt roof. It was 10 to 15 m. square and single-storied.

#8. Main Terminal Building: This was of stuccoed-concrete and brick, and had a barrel shell, asphalt roof. It had a ground floor only. The building was approximately 60 m. x 20 m. It housed a waiting room, ticket offices, telephone and telegraph facilities, and customs. Before leaving the building to board aircraft and upon entering the building after leaving aircraft, passengers and crews were subject to inspection for firearms etc. Entrances to the building are indicated on the sketch.

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Point #9. Control Tower: This was approximately four x four meters. A narrow balcony surrounded the glass-enclosed control room.

[redacted] estimate the tower to be 20 m. above ground level.

#10. Building: This was two-storied, constructed of stuccoed-concrete and brick, and had a deck-type roof of unknown material. Dimensions are indicated on the sketch. The control tower was located atop this building. Located in this building were the weather and operations offices, customs office for foreign air mailing of packages, and various CSA offices.

#11. Wireless Telegraph Room (WTHF - frequencies - 3985 and 11331): This room was the only third floor section of the building /Point #12/. It was of stuccoed-brick.

#12. Building: This was a two-story, stuccoed-concrete and brick building, with a deck-type roof. Dimensions are indicated on the sketch. Both floors were occupied by the Ministry of Transport. The telephone switchboard was located on the first floor, as indicated by "X" on the sketch.

#13. Hardstand Area: [redacted] minor maintenance work being carried out in this area, which was made of concrete.

#14. Gate #2: Use of this entrance was restricted to airfield personnel only. An airfield guard dressed in a dark gray uniform and armed with a rifle guarded this gate. He was a "working class guard".

#15. Fence: This was of wire, approximately one meter high and set in a concrete base, one foot high. It extended NE from the terminal area to the Prague-Slany Highway.

#16. Terminal Road: This asphalt road led to the terminal building from the Prague-Slany Highway.

#17. Section of Prague-Slany Highway: This section was probably closed to traffic after 1950, since the rerouting of the highway to points farther to the NE began at that time. The extension of runway #220/040 to the NE would extend across this section.

#18. Fence: Same as Point #15/. It bordered the NE perimeter of the airfield, adjacent to the Prague-Slany Highway.

#19. Billet Area: This consisted of five or six buildings, three and four stories tall. They were constructed of stuccoed brick and had deck-type roofs of unknown material. The director of the airfield lived here. The area also served as quarters for various employees of the airfield. A State Secret Police building was also located in this area.

#20. Prague-Slany Highway: This was of concrete and in good condition. It was a four-lane highway with a center island.

#21. Gate Guard House: This was a two-story building of stuccoed brick.

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Point #22. Gate #1: Use of this gate was restricted to airfield employees and vehicles. Employees were required to show proper identification to the guard, who wore a gray uniform and carried a rifle. A wooden barrier stretched across the gate and was raised only when necessary for entrance of employees or vehicles.

#23. Garage: This was a German barracks-type building of wooden construction. [redacted]

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#24. Fence: This bordered the SE perimeter of the building area and extended from the Prague-Slany Highway to the landing field area. It was constructed of various materials, including wire, wooden slats, and hedge sections and was approximately one meter high.

#25. Cafeteria: This was a single-story building of wooden construction. [redacted] It was approximately 30 m. long and was used only by employees of the airfield.

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#26. Central Heating Plant Building: This was single-story and of concrete construction. [redacted]
The plant supplied heat to all hangars.

#27. Hangar A: This was a steel-frame, concrete building approximately 115 x 25 to 30 m., three stories high. It had a shed-type asphalt roof. The center section of the hangar (broken line) had three floors, shops on the ground floor and offices on the second and third floors. The roof of the center section was deck-type and constructed of concrete slab. It had accordion-type folding, metal doors. [redacted] minor maintenance work and perhaps 50-hour inspections were carried out here.

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#28. Fuel Storage Area: Refueling trucks and fuel pumps were located here.

#29. Fuel Storage Area: /Same as Point #28/

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#30. Small Parts Building: This was a single-story building of wooden construction, 55 x 18 m. It had a gable-type roof. Aircraft small parts were stored in this building.

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#31. Repair Shops (Garages, etc.): /The broken line indicates the approximate area of these wooden buildings/.

[redacted]

#32. Hangar: [redacted] under construction during 1950. The steel framework was being erected. [redacted]

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#33. Inspection Room: This building was single-storied and of concrete. [redacted] Airframe sections were inspected here.

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#34. Hangar B: Same description as for Hangar A /Point #27/. Major inspections and maintenance were carried out here.

#35. Hardstand Area: This was of concrete. [redacted] minor maintenance being performed on aircraft here.

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#36. Hangar C: Same description as for Hangar A. /Point #27/. Major inspections and maintenance were carried out here.

#37. Hangar: This was 60 or 70 x 20 or 25 m. [redacted] It was of concrete, had steel framework and a barrel-shell roof of unknown roofing material. An SNB unit and Aero Club aircraft were housed in this hangar.

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25X1 Point #37. Hangar (Cont'd): The hangar entrance was on the SE side. [redacted] ME-109s, one Siebel, and several light aircraft, all with red nose, wings, and tail assembly markings.

25X1 #38. Fire House and Engine Test Building: This was a one-story, stuccoed-brick building. [redacted]
25X1 The northwest half of the building housed fire-fighting equipment [redacted]
25X1 The southeast half of the building was used for aircraft engine testing.

25X1 7. The following [redacted] sketch of the runway layout at Prague-Ruzyně Airfield. [redacted] Annex B [redacted]:

25X1 Point #1. Runway #310/130: [redacted] The runway was overrun with grass.

#2. Concrete Taxi Strip: This extended from the runway intersection to the building and parking area. It was approximately 20 m. wide. [redacted] 25X1

#3. Concrete Taxi Strip: This extended from the building and parking area to runway #220/040. It was approximately 20 m. wide [redacted] 25X1

#4. Runway #220/040 (Extension): This was under construction as of early March 1953.

#5. International Terminal: [redacted] Point #6, Enclosure A [redacted]

#6. L-Shaped Building: [redacted] Points #7 through 12, Enclosure A [redacted]

#7. Hangar A: [redacted] Point #27, Enclosure A [redacted]

#8. Hangar B: [redacted] Point #34, Enclosure A [redacted]

#9. Hangar C: [redacted] Point #36, Enclosure A [redacted]

#10. Fire House and Aircraft Engine Test Building: [redacted] Point #38, Enclosure A [redacted]. The shaded area shows the approximate location of aprons [redacted] 25X1

25X1 Runway 220/040 - Concrete; 50 to 60 m. wide [redacted]
25X1 [redacted] It was the main runway and in good condition.

25X1 Runway 260/080 - of concrete construction [redacted]
25X1 [redacted] It was in good condition and could be extended to the west.

25X1 Runway 310/130 - It was of concrete; the southeast end was overrun with grass. [redacted]
It was in good condition and could be extended to the west.

8. Technical Facilities at Prague-Ruzyně Airfield:

a. Radio: VHF - 118.1 and 122.1: Experiments with the latter frequency were being carried out in 1950.

Tower - 3255 and 3442.5

MF/DF - (OKL) 333 KC: (Fixes, approach, landing, and weather information.) Weather reports were given on the hour and half-hour.

MF/DF - (OKL) 322 KC: (Final approach control on this frequency in instrument conditions)

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HF/DF - (OKL) 3985 KC: (Area control, fixes, and steers. Weather reports were given 15 and 45 minutes past the hour).

Weather reports were also available 10 and 40 minutes past the hour on 11331 KC.

Radio Range-(PG) 310: [] it became inoperative after 1950. The station was located at Jenec.

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Radio Beacon (OKL) 365: This was located at Jenec.

Radio Beacon (OKL) 372: (Referred to as the holding beacon).

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it was on the northwest side of the Vitava River.

SBA (inner and outer markers) 33.3 MC.

- b. Telephone and telegraph: These were located in the main terminal building, Point #8, Enclosure A. The telephone switchboard was at Point #127.
- c. Weather Station: This was located in building at Point #10, Enclosure A.
- d. Signaling devices and other landing aids:
 - (1) A biscuit gun was used from the tower and a mobile unit in the event of poor radio contact; a green light meant cleared to land; a red light meant go around.
 - (2) Flares had the same colors and were used for the same purpose as the biscuit gun.
 - (3) A rotating beacon was situated on the roof of hangar A, Point #27, Enclosure A.
 - (4) Runway lighting: amber or yellow lights, approximately 10 m. apart. There was a single strand of lead-in lights, color unknown, on runway #220/040.
 - (5) There were red obstruction lights on most buildings. The corner sections of hangar roofs had red neon tubes outlining them.

All of the above-mentioned lighting facilities were turned on only during air activity at the field.

- e. Repair facilities: Major repairs and maintenance on all CSA aircraft were carried out at this field. During the summers of 1948, 1949, 1950 [] several Czech Air Force C-47's undergoing maintenance.

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- 9. There was bus transportation for employees between the airfield and Prague at the beginning and end of work days. The bus route went along the Prague-Slany Highway from Prague to Kladno. There were CSA buses for airline passengers from Prague and major rail lines to Prague.

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10. As of 1950, the following aircraft were on the field:

	<u>Type</u>	<u>Number</u>		<u>Type</u>	<u>Number</u>
CSA	C-47	32	SNB	ME-109	Unknown
	JU-52	3		Siebel	1
	Siebel	4-5			
	IL-12	5 (2 in use)			

Annex A: Location of Prague-Ruzyne Airfield
Overlay of GSQS 4416, Sheet T-8 Kladno, Scale: 1:100,000
Enclosure A: Sketch of Building Area Prague-Ruzyne Airfield
Annex B: Sketch of Runway Layout, Prague-Ruzyne Airfield

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Annex

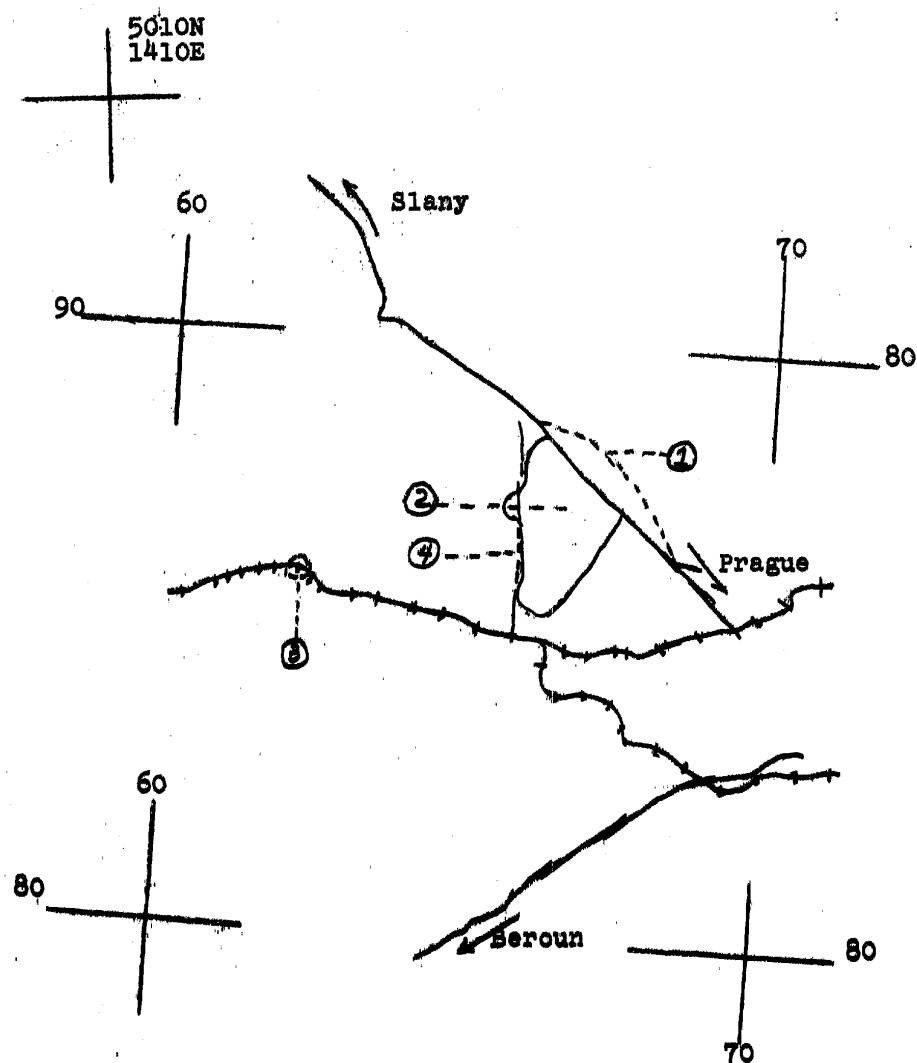
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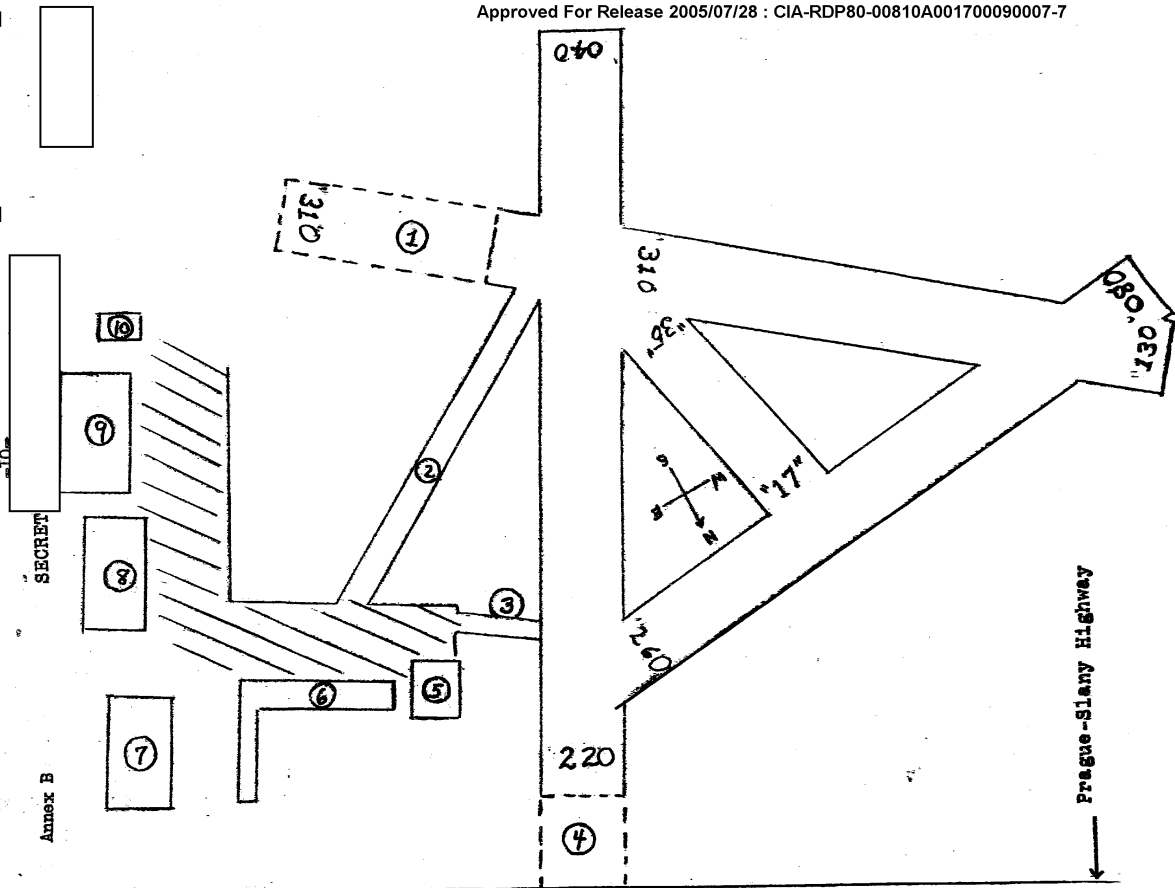
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Location of Prague-Ruzyně Airfield,
Overlay of GSGS 4416, Sheet T-8 Kladno, Scale: 1:100,000

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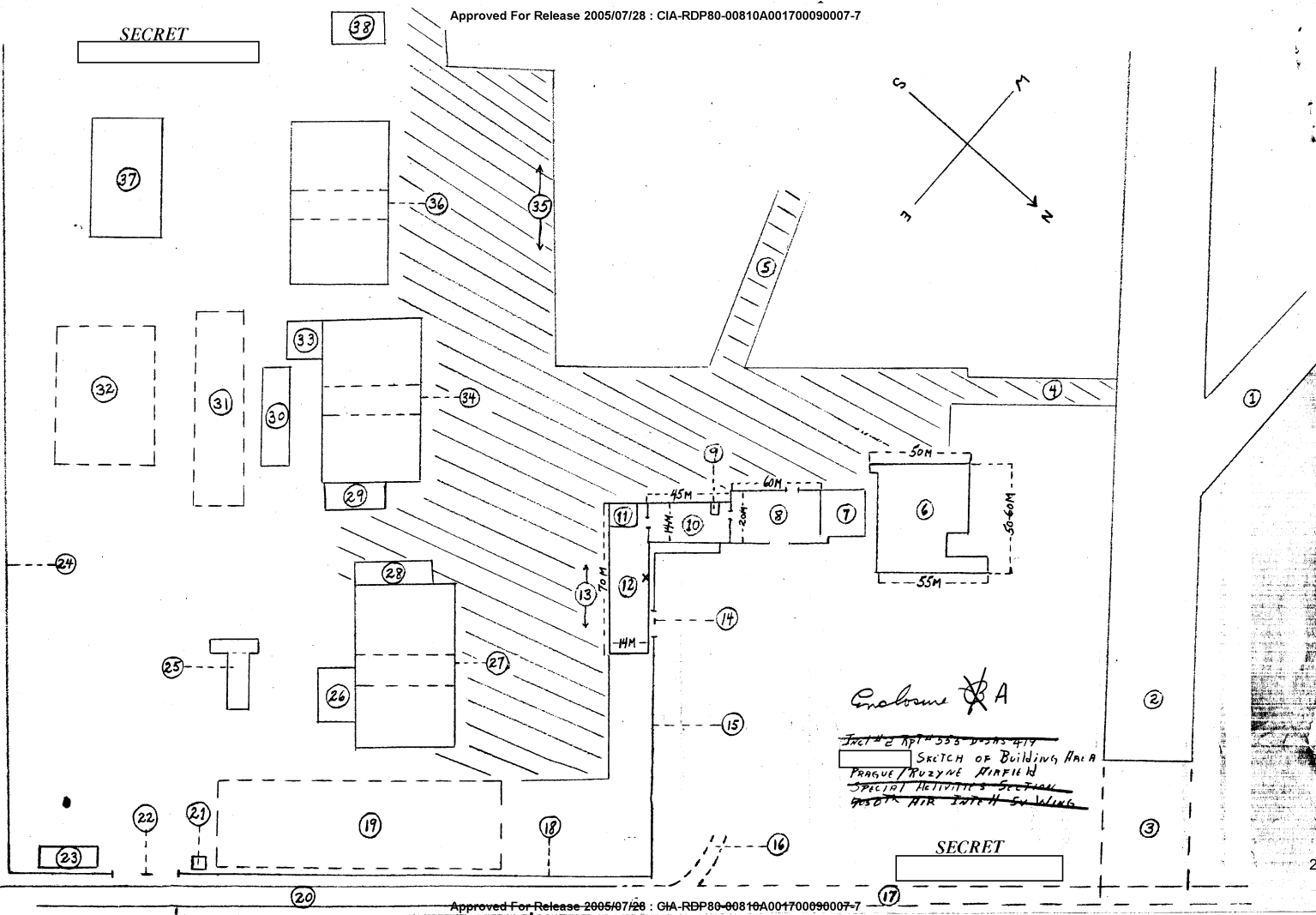
Sketch of Runway Layout, Prague-Ruzyně Airfield

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